

Today's Advertisements.

HARMSTON'S GRAND CIRCUS

AND ROYAL MENAGERIE.

TO-NIGHT! TO-NIGHT!!
MORE CHANGES! MORE CHANGES!
A GREAT PROGRAMME.

THE FAMOUS "JANSONS."
"AJAX"—THE FLEXIBLE MARVEL
"SISTERS FREZAGONDAS,"
MONA, TESSIE, DAISY and DORA.

OUR FAVORITE COMPANY.
DOORS OPEN AT 8 P.M. COMMENCE
AT 9 P.M.

NEXT {MATINEE} WEDNESDAY,
{MATINEE} FEBRUARY 6th.
{MATINEE} Commencing at 3.30 P.M. Doors Open one
hour earlier.

FRIDAY EVENING, FEBRUARY 8th.
COMPLIMENTARY BENEFIT
TO MR. ROBERT LOVE,
The Popular Manager.

Who will on this occasion appear as Clown
and open his Album of Comic Songs.
Grand Amateur heavy-weight lifting Com-
petition. A handsome Trophy will be presented
to the Winner.
A well-known Chinese Gentleman will enter
the cage of the ROYAL BENGAL TIGER
DUKE, accompanied by his trainer, Mr. Gus
Burns, on this occasion.

Box Office Plan:—ROBINSON PIANO CO.,
Queen's Road.

POPULAR PRICES.
Box Seats \$3.00
Chairs, Dress Circle 2.00
Stalls 1.00
Gallery 50
Civilian Europeans will not be admitted to
the Gallery.
SOLDIERS and SAILORS of ALL NA-
TIONALITIES ADMITTED TO CHAIRS and
STALLS HALF-PRICE.

ROBERT LOVE, Manager.
Col. CHAS. B. HICKS, Representative.
Hongkong, 5th February, 1901. [148]

ROYAL HONGKONG YACHT CLUB.

THERE will be a GENERAL MEETING
of the ROYAL HONGKONG YACHT CLUB
on MONDAY, the 11th February, at 6 P.M., in
the CRICKET PAVILION, when the following
RESOLUTIONS will be proposed:—

- 1.—That the Club adopt the new Y.R.A.
Rating Rules and Building Limitations,
after the close of the present Season, and
abolish the Club restrictions.
- 2.—That the First Class consist of 24 ft.
l.r. Yachts, but that existing boats exceed-
ing 24 ft. new rating be allowed to sail in
the 24 ft. class at their new rating, provided
they do not exceed 24 ft. old rating, and
have not altered their hull.
- 3.—That Rule 5 shall read:—
There shall be no Time Allow-
ances in Club Races for First Class
Yachts, except in the case of Yachts
built before the close of the Season
1900-1901, whose new rating exceeds
24 ft. l.r.
- 4.—The Club Rules to be altered
accordingly.

F. KOE, Hon. Sec.,
ROYAL HONGKONG YACHT CLUB.
Hongkong, 5th February, 1901. [150c]

NOTICE.

WANTED, in the OFFICE of the NAVAL
STORE OFFICER, H.M. NAVAL YARD,
TWO WRITERS, Age not less than 18.
Apply personally between the hours of 10
and 11 A.M., bringing Testimonials.

Naval Yard,
Hongkong, 5th February, 1901. [157c]

THE CHINA AND MANILA STEAM- SHIP COMPANY, LIMITED.

FOR MANILA
The Company's Steamship

"PERLA,"
Captain R. W. Almond, will be despatched as
above TO-MORROW, the 6th instant, at 4 P.M.
The Attention of Passengers is directed to
the Excellent Accommodation provided by this
Steamer. She is fitted throughout with the
Electric Light and is supplied with a Refriger-
ating Chamber.

A Doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 5th February, 1901. [141c]

THE CHINA MUTUAL STEAM NAVA- TION COMPANY, LIMITED.

IN CONNECTION WITH
THE NORTHERN PACIFIC RAILROAD
COMPANY.

THE Steamship

"TEENKAI,"
will be despatched for SEATTLE, VIA SHANG-
HAI, NAGASAKI, KOBE and YOKOHAMA, on or
about TO-MORROW, the 6th instant, at 4 P.M.,
taking Cargo to JAPAN and to Overland Points
in UNITED STATES, at Current Rates of
Freight.

For further Particulars, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 5th February, 1901. [158c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.
The Company's Steamship

"HAICHING,"
Captain Hall, will be despatched for the
above Port, on THURSDAY, the 7th instant,
at Daylight.

For Freight or Passage, apply to
DOUGLAS LAURIE & Co.,
General Managers.
Hongkong, 5th February, 1901. [159c]

FOR NEW YORK VIA PORTS AND
SUEZ CANAL.
With Liberty to call at MANILA.
The Steamship

"FOLMINA,"
will be despatched for the above Port, on or
about the 26th instant, and will be followed by
the S.S. "GYMERIC."

For Freight, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 5th February, 1901. [160c]

Today's Advertisements.

HONGKONG CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the RATE of 8% and
BONUS of 2% or \$1.50 per Share
declared at the Ordinary Half-yearly Meeting
of Shareholders held This Day will be PAY-
ABLE at the HONGKONG AND SHANGHAI
BANKING CORPORATION, on and after WED-
NESDAY, the 6th February, 1901.

SHAREHOLDERS are requested to apply to
the OFFICE of the Company for WARRANTS.
By Order of the Board of Directors.
T. ARNOLD,
Secretary.
Hongkong, 5th February, 1901. [155c]

Intimations.

WANTED.

THREE or FOUR LADS
to SELL the

"HONGKONG TELEGRAPH."

LIBERAL COMMISSION
PAID.

"Apply Personally at
THIS OFFICE."

Hongkong, 11th January, 1901.

EYE-SIGHT.

Mr. N. LAZARUS,
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES
at 16, Queen's Road Central,
(R. HOUGHTON & Co.)

(Nearly opposite the HONGKONG HOTEL).
Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and
diseases affecting those advancing in life
occur to those having some deficiency in the
construction of the eyes—the many years of
"Eye Strain" ending in serious forms of disease.
Glasses specially adapted in youth to those
requiring their save and preserve the sight.

Constantly recurring headaches, spells of
dimness when reading, weak eyes, the letters
running together; any of these symptoms indi-
cate a deficiency in the form of the eye requir-
ing Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES
only after testing the sight.

ADVICE FREE. [145]b

—AN APPEAL.

THE SUPERIORESS of the ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Lin-
den's Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.

The Superioress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.
Hongkong, 22nd April, 1892.

A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

PORTS.

(For Invalids and General Use.)

B.—VINTAGE, superior quality.
Red Capsule \$14.40

C.—FINE OLD VINTAGE, su-
perior quality. Black
Seal Capsule 16.20

D.—VERY FINE OLD VINTAGE
extra superior, Violet
Capsule (Old Bottles) 20.40

Port after removal should be rested
for a month before use. Wine re-
quired for drinking at once should be
ordered to be decanted at the Dis-
pensary before being sent out.
These Wines are too favourably
known to need comment.

Sample bottles and smaller quanti-
ties will be supplied at proportionate
wholesale rates.

We only guarantee our Wines and
Spirits to be genuine when bought
direct from us in the Colony or from
our authorized Agents at the Coast
Ports.

A. S. WATSON & CO., LIMITED,
HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, TUESDAY, FEBRUARY 5, 1901.

NOTES AND COMMENTS.

Our Ill-constructed Houses.

Hongkong houses are best viewed from the
outside and from a distance, if the person mak-
ing the inspection wishes to be impressed with
either their architectural beauties or the per-
fection of the workmanship employed. Viewed
close to, the average Hongkong building does
not look substantial and reminds one of stage
scenery, so that one would not be surprised to
see the stucco wall of a house trembling in
the breeze.

But stucco has to be used to a great extent
in the Colony owing to the bad quality of our
local bricks. The Hongkong brick is incap-
able of standing exposure to the weather, as is
at once apparent in any piece of exposed brick-
work that one meets with, so it has to have a
facing of stucco to enable it to withstand the
ravages of our somewhat trying climate. Take
the average Hongkong brick and let it fall a few
feet and it shivers at once, and it is also easily
crushed if a little pressure be applied. This is
probably more due to poorness of manufacture
than to poorness of material, as the bricks and
tiles manufactured at the Green Island Cement
Company's premises are of excellent quality, and
were more attention paid by the Chinese to the
mixing and baking of their bricks we should
very soon have a great improvement both in
the appearance and stability of our buildings.

Hongkong mortar is also open to criticism.
In fact it is not mortar at all, but merely mud
with the smallest possible quantity of lime
added to it. So little lime is included in much
of the mortar used by the Hongkong builder
that a heavy shower of rain falling before a
piece of work has been "pointed" will often
wash out a great part of the so-called mortar,
and so render the work comparatively value-
less. The ordinary English bricklayer would
laugh at the materials here employed both as
mortar and plaster.

The carpentering work is not good either.
Poor unseasoned wood is used to a great
extent, with the result that doors will not close
in the damp weather on account of the wood-
work swelling, and when the dry season sets in
will not close within half-an-inch owing to
shrinkage. The workmanship is, as a rule, of
the roughest, possible description. Door panels,
if closely inspected, plainly show the marks of
the plane, and here and there a knot leaves
either a rough patch or a hole, which the Chinese
carpenter has not taken the trouble to smooth
off or fill up with putty. Joints are bad too,
seldom being close, while the mortised corners
of shutters have so much play that a very few
months' exposure sees the shutter drooping and
out of its original shape, so that a great amount
of hard labour and bad language is required
before it can be induced to close.

We do not think that this bad workmanship
is due to want of skill on the part of the
Chinese workman. He can do good work if
he likes, but the tendency just at present is to
rush every building up at lightning speed, and so
workmanship is bound to suffer from the
abnormal hurry. This is certainly false econ-
omy. A building constructed of first-class
material and in which good workmanship has
been employed will have three times the life of
the jerry-built erections which we now see being
chucked together on all hands. The cost of
good workmanship and material would not be
so very much greater at the outset than had
and would, in a very few years, amply pay for
the initial expenditure by extra durability.

Another thing which has struck us, is to
what a small extent, comparatively speaking,
granite is being employed as a building stone.
The better class buildings certainly possess
granite pillars, and some few of them have the
lower storey faced with granite. But even the
Hongkong and Shanghai Bank, by far the best
building we possess, has a good proportion of
stucco work about it. Dressed granite is cer-
tainly expensive and would be out of the reach
of the builder of the ordinary tenement or villa
residence; but we believe that rough granite
could be employed equally well and would
give good results, both as regards appearance
and durability. In Norfolk and Suffolk many
houses are constructed of rough flints with just
the corners and door and window frames of
brick. Why could not the same style be adop-
ed here, with dressed granite substituted for the
brick?

TELEGRAMS.

REUTER'S TELEGRAMS.

FUNERAL OF THE LATE QUEEN: ORDERLY MILLIONS.

LONDON, January 3rd.

The funeral cortege from Osborne to the
quay was intensely impressive by its sim-
plicity. After the procession through the
streets of London, in which millions of
absolutely orderly people were gathered, and
a superb and impressive service at St. George's
Chapel, Windsor, the coffin was conveyed to
the Albert Memorial Chapel, where it will
remain until Monday.

MOST SOLEMN AND SUPERB.

The poignant in London was the most
solemn and superb imaginable. The King
and the Emperor William of Germany head-
ed a brilliant cavalcade of Royalties; both
wore the uniform of a British Field-Marshal.
The weather was fine.

THE OPERATIONS IN SOUTH AFRICA.

DE WET WITH 3,000 MEN.

De Wet has passed to the South of Thaba
N'ku with 3,000 men and many Cape cattle.

and several Commandos from the North
and North-East of the Orange River are
moving South.

(From the North China Daily News.)

Execution of Prince Chuang and Yu Hsien.

PEKING, January 28th.
News has been received here to-day from
Hsien stating that Prince Chuang and Yu
Hsien, the notorious ex-Governor of Shansi,
were executed yesterday by command of the
Throne. Prince Chuang, being only a member
of a distant branch of the Imperial Clan, does
not come under Li Hung-chang's protest against
inflicting capital punishment on members of
the Imperial House.

Serious Illness of Li Hung-chang.

Li Hung-chang is again seriously ill with
fever, and has been delirious since yesterday.
His life is despaired of.

News from the North.

PEKING, January 28th.
Russia is endeavouring to make a special
agreement with China, with regard to Man-
churia, and demands certain conditions which
are made in nine articles, as follows:—

- 1.—Manchuria is to be restored to China.
- 2.—Chinese officials will again be put into
office and take charge of the administration as
before.
- 3.—Russian officials are to have a certain
control over government affairs.
- 4.—Russia will have control of the military
affairs of Manchuria.
- 5.—All fortifications in Manchuria to be
erased.
- 6.—All arms and ammunitions to be handed
over to Russia, and the manufacture of the
same to be disallowed.
- 7.—All regular Chinese troops are to be
withdrawn from Manchuria.
- 8.—The Chinese Government have to give
protection to the railways in Manchuria.
- 9.—In case of war, trouble, riots, or robberies,
Russia is to have the right to restore peace and
order with her own troops.

The Chinese authorities in Peking have in-
sisted orders to arrest the Deputy Tartar General
of the Province of Shengking, Chin Ching,
who was in command during the recent attack
on the Russians in Manchuria, but up to the
present they have failed to find out his where-
abouts.

A Mysterious Tragedy at Peking.

TIENSIN, January 30th.
News of a terrible tragedy is telegraphed
from Peking. The husband and wife are dead
and a British officer mortally wounded, all by
the former, through jealousy.

The Tragedy at Peking.

Mr. Lindberg shot his wife and himself dead
and wounded Lieutenant Denning seriously,
but the last-named is still alive.

Catastrophe at Shanhaikuan.

There has been a terrible explosion at Shan-
haikuan, while some Chinese gunpowder was
being destroyed. About forty Japanese were
killed, and two British soldiers wounded.

WEATHER REPORT.

The Observatory report says:—
On the 5th at 12.5 p.m. barometric changes
are slight. The anticyclone remains central
over China, and pressure is relatively low over
the South of the China Sea. Gradients moder-
ate with strong monsoon on the coast, steep
with heavy monsoon in the N. part of the China
Sea. Forecast:—Fresh N. winds; fine.

LOCAL AND GENERAL.

A RUGBY match will be played to-morrow
afternoon at 4.15, Club 2, Navy.

A NURSE, to take charge of children on the
voyage home, is advertised for from Peking.

At the Offices of the Public Works Depart-
ment, yesterday afternoon, Mr. G. J. W. King
offered for competition Inland Lots Nos. 1,626
and 1,627, which are situated on the Peak Road
and contain 2,000 and 9,943 square feet re-
spectively. The upset price was \$29,985, and
the lots were purchased for \$20 more than this
sum by Mr. John Lemm.

THE temperature registered at the Observatory
this morning was 44 degrees. It is said that
ice formed at the Peak and on the higher levels
last night. The lowest temperature registered
on the lower levels yesterday was 39 degrees.
We hear that there has been a heavy fall of
snow in the north and the temperature at Chefoo
is down to twenty degrees below freezing point.
Ugh!!!

We learn that two local sports have been tiger
shooting at a coast port not a thousand miles
from here. They haven't bagged a tiger yet,
but have "shot one duck." They hope to do
better next time. Our tame naturalist suggests
that it is much cheaper to buy your tiger skins
and is also less tiring and dangerous. If local
tiger slayers want a few bloodcurdling yarns to
take home with their purchased skins, he is
open to any reasonable offer so soon as the
temperature goes above 55°. He says roman-
cing in cold weather is bad for the lungs.

"LEST we forget," the *Review of Reviews*,
annual for 1901, is a short history and commen-
tary on things and persons of the Nineteenth
Century. It contains illustrations of the most
notable men of the various professions, and is,
as it can hardly help being, interesting, but it
should have had a distinct historical value, as
far as its limited size permitted. This, in our
opinion it has not got. Mr. Stead's personality,
his narrow-mindedness, and vulgar abuse of
persons, are apparent on every page, and in a
chronicle of historical events, we take it, the
author should be especially careful to sink his
private and therefore probably prejudiced
criticism or at least he should state the facts,
and keep his opinion separate and distinct, so
that his readers may form their own judgement.

Mr. Stead, his mark, is written large over his
account of the Indian Mutiny. Mr. Chamberlain,
and of course his comments on the Boer war,
and we think that he has very greatly detracted
from the value to the general reader of an other-
wise useful and handy compilation. Mr. Stead's
treacherous and offensive dogmatism bears
about the same relation to impartial and well-
conducted journalism that the Radies have to
the Church.

HONGKONG CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

The sixty-ninth ordinary half-yearly meeting
of Shareholders in the Company was held at the
Office of the Company, No. 18, Bank Build-
ings, Queen's Road Central, to-day at noon,
for the purpose of receiving a Report of the
Directors, together with a Statement of Ac-
counts, declaring a Dividend, confirming the
appointment of a Director, and electing audi-
tors. Hon. J. J. Keswick (Chairman) presided,
and the other present were Messrs. N. A.
Siebs, Robt. Shawna, F. A. Gomez, A. Haupi,
and P. Witkowski (directors), Eric George,
Fullerton Henderson, S. A. Joseph, A. H. de
Silva, J. Gosmann, D. J. Moses, G. S. Sharp,
O. E. Brown, W. H. Purcell, R. M. Mehra,
Capt. Tillet, and T. Arnold (secretary).

The Chairman said:—Gentlemen. If you
approve, we will take the Report and
Accounts as read. I shall not detain you
with many remarks, as the result of the
half-year's working and the present position
of the Company are so fully explained in the
statements now laid before you that there is
but little for me to comment upon. Your
Directors are pleased that the improvement in
the earnings warrants the payment of a bonus
of 2% in addition to the usual dividend of 8%
for the half-year, and admits also of the sub-
stantial increase of \$50,000 to the Equalization
of Dividend Fund. The suggestion that a
further sum of \$70,000 be passed to this Fund
from the Investment Fluctuation Account will
doubtless commend itself to Share-
holders. Our investments have so largely
increased in value and stand in our books
at such favourable rates, that the sum of
\$161,753.68, which will remain after the pro-
posed transfer has been made, is, in the opinion
of the Board, an ample reserve to meet any
possible fluctuation in the value of investments,
while the desirability of building up the Equal-
ization of Dividend Fund as an opportunity offers,
to ensure the payment of regular dividends,
will doubtless be apparent to all. With regard
to the sale of the West River steamers and
lighters and our temporary withdrawal from
the direct line on the West River, I may
say that this course was adopted only after
very careful consideration, but your Directors
hope that with the probably approaching
settlement of affairs in the North, they may be
able to resume the trade at an early date under
more favourable auspices. The *Nanning* the
first of the new joint account stern-wheelers
for the Canton and Yinchow line, has now been
running for some time, and I am pleased to
say is a favourite boat with passengers. Under
the more favourable regulations which we con-
fidently look for, there is but little doubt that
these boats can be worked profitably. I may
say that the current half-year has opened well,
and as far as we can judge, there is every
reason to expect that the improvement in our
earnings will be maintained. With these few
remarks, gentlemen, I would propose the
adoption of the report and accounts as pre-
sented, but before doing so I shall be pleased
to answer any questions which shareholders
may wish to ask.

There being no questions the chairman then
proposed the adoption of the report and state-
ment of accounts.
Mr. Gosmann seconded and it was unani-
mously carried.
The confirmation of the appointment of Mr.
P. Witkowski as director was carried unani-
mously on the motion of Capt. Tillet, seconded
by Mr. George.
The auditors, Messrs. A. O'Gourdin and
Fullerton Henderson, were unanimously re-
elected, on the motion of Mr. Mehta.
The Chairman:—That concludes the business,
gentlemen. I am very much obliged to you
for your attendance. Dividend warrants will
be ready to-morrow at ten o'clock.

SANITARY BOARD.

A meeting of the Sanitary Board will be held
to-morrow, the 6th inst., at 4.15 p.m.

ORDERS OF THE DAY.

1. Correspondence regarding the transfer
to the west of the Canton and Macao
Steamboat Company's wharf.
2. Letter from Government relative to the
appointment of an additional Inspector for the
City Slaughter-House and Cattle Depot.
3. Reply from Government regarding Police
supervision of the Animal Depot at Kennedy
Town.
4. Reply from Government relative to stalls
in public streets and footpaths.
5. Reply to the Board's recommendation
relative to the nuisance existing on the hill-
side at Kennedy Town and the malarious
swamp situated beside the old glass works.
6. Reply from Government concerning the
Government Analyst's monthly report on the
water supply.
7. Report of the Colonial Veterinary Sur-
geon as to the lighting, &c. of the proposed
New Western Market.
8. The Acting Principal Civil Medical Officer,
pursuant to notice, will ask—
(1) Were the plans for the new Western
Market submitted to the Sanitary Board, and if
so, when?
(2) Were any improvements in the plans
suggested by the Board, and if so, in what
direction?
(3) Suggestions by the Medical Officer of
Health regarding Section 7 of the Buildings
Ordinance.
10. Reply from Government relative to Bye-
law 18 of the Drainage Bye-law.
11. The Medical Officer of Health, pursuant
to notice, will move—
That the Board direct the attention of
the Government to the urgent necessity for
remedying the defect governing the height of
buildings, and beg to recommend that no build-
ing be permitted to be erected, in future, to a
greater height than one and a half times the
width of the street on which it fronts.
12. Preliminary Report of the Select Com-
mittee, appointed to draw up a scheme of
sanitary improvements for the City of Victoria.

AGENDA.

1. Application for permission to erect six
water closets and six urinals at the new Club
house for the Club Germania.
2. Application for the erection of a building
of a height of over 70 feet.
3. Report of a case of Plague in the town of
Singapore.
4. Report of a case of Plague at Karachi.
5. Report of an outbreak of Plague in
Formosa.
6. Statement showing the number of Plague
cases and deaths in Bombay City, from Novem-
ber 19th to December 10th, and from Decem-
ber 11th to December 14th, 1900.
7. Further letters relative to Cholera in
Singapore.
8. Time-washing return for the fortnight
ended January 28th, 1901.
9. Mortality Returns from Macao for the
weeks ended 13th, 20th and 27th January, 1901.
10. Mortality Statistics of this Colony for the
fortnight ended 27th January, 1901.

BOXING.

Another item has been added to Thursday's
boxing contest, Howe, of the U. S. S. *Albany*,
being pitted against any corner of ten stone
weight, or five or six pounds. Mr. Wing
Cheong, the well-known jeweller and silversmith
of D'Aguilar St. has presented a cup to be con-
tested for the same evening. There will also
be a preliminary bout of four rounds between
between Pie J. Watkins, R.W.F., and Pie C.
Morris, R.W.F. It will thus be seen that Mr.
Downs is supplying plenty of sport.

The series of boxing contests advertised by
Mr. C. T. Robinson should attract a good many
entries and some good sport should result. We
understand that everything is to be done to en-
sure the comfort of the large audience which
is sure to assemble to witness the bouts, and
that the affair will be conducted on the most
approved lines. It is hoped that some well-
known local amateurs are to take part in the
show and if this is so the contest is bound to

MURDER AT WANCHAI TO-DAY.

A MAN STABBED TO DEATH.

This morning at about eleven o'clock a murder was committed by some persons unknown, at the house No. 143, Queen's Road East, a man being stabbed to death.

Full particulars are not to hand, but it is reported that an armed robbery was attempted, and evidently carried out, at the house, and that the occupier offered resistance. In consequence of his interference, one of the robbers must have stabbed the man to death.

Active investigations are being instituted by the police.

HONGKONG AND SHANGHAI BANKING CORPORATION.

The following is the seventy-first report of the Court of Directors to the ordinary half-yearly general meeting of shareholders to be held at the City Hall, Hongkong, on Saturday, the 16th February, 1901, at noon:—

To the Proprietors of the Hongkong and Shanghai Banking Corporation.

Gentlemen:—The Directors have now to submit to you a General Statement of the affairs of the Bank, and Balance Sheet for the half-year ending 31st December, 1900.

The net profits for that period, including \$1,717,543.29, balance brought forward from last account, after paying all charges, deducting interest paid and due, and making provision for bad and doubtful accounts, amount to \$3,561,272.65.

The Directors recommend the transfer of \$1,000,000 from the Profit and Loss Account to credit of the Silver Reserve Fund, which Fund will then stand at \$3,000,000.

After making this transfer and deducting Remuneration to Directors there remains for appropriation \$2,561,272.65, out of which the Directors recommend the payment of a Dividend of One Pound and Ten Shillings Sterling per Share, which at 4/6 will absorb \$533,333.33, and a Bonus of Ten Shillings Sterling per Share, which at 4/6 will absorb \$777,777.78.

The difference in Exchange between 4/6, the rate at which the Dividend and Bonus are declared, and 2/1, the rate of the day, amounts to \$824,888.89.

The Balance \$1,410,272.65 to be carried to New Profit and Loss Account.

DIRECTORS.

Mr. R. Shewan has been elected Chairman for the year 1901, and Hon. J. J. Keswick, Deputy Chairman.

Mr. Ernest G. B. having resigned his seat on leaving the Colony, Mr. Paul Wilkowsky has been invited to fill the vacancy; the appointment requires confirmation at this meeting.

The Honourable J. J. Keswick and Mr. D. M. Moses retire in rotation, but being eligible for re-election offer themselves accordingly.

AUDITORS.

The accounts have been audited by Mr. F. Henderson and Mr. C. S. Sharp, who offer themselves for re-election.

N. A. SIEKS, Chairman.

Hongkong, February 4th, 1901.

ABSTRACT OF ASSETS AND LIABILITIES, HONGKONG AND SHANGHAI BANKING CORPORATION.

Assets.	Liabilities.
Paid-up Capital.....10,000,000.00	Reserve Fund.....10,000,000.00
Profit and Loss Account.....1,717,543.29	Profit and Loss Account.....1,717,543.29
Dividend in Arrears.....533,333.33	Dividend in Arrears.....533,333.33
Bonus in Arrears.....777,777.78	Bonus in Arrears.....777,777.78
Exchange Difference.....824,888.89	Exchange Difference.....824,888.89
Other Assets.....1,410,272.65	Other Liabilities.....1,410,272.65
Total Assets.....24,263,822.34	Total Liabilities.....24,263,822.34

GENERAL PROFIT AND LOSS ACCOUNT, HONGKONG AND SHANGHAI BANKING CORPORATION.

To	By
Amount written off.....15,000.00	Remuneration to Directors.....15,000.00
Dividend in Arrears.....533,333.33	Dividend in Arrears.....533,333.33
Bonus in Arrears.....777,777.78	Bonus in Arrears.....777,777.78
Exchange Difference.....824,888.89	Exchange Difference.....824,888.89
Other Assets.....1,410,272.65	Other Liabilities.....1,410,272.65
Total.....24,263,822.34	Total.....24,263,822.34

STERLING RESERVE FUND.

To balance 30th June, 1900.....10,000,000.00	By balance 30th June, 1900.....10,000,000.00
Total.....10,000,000.00	Total.....10,000,000.00

SILVER RESERVE FUND.

To balance 30th June, 1900.....1,000,000.00	By balance 30th June, 1900.....1,000,000.00
Total.....1,000,000.00	Total.....1,000,000.00

T. JACKSON, Chief Manager.

R. T. WRIGHT, Acting Chief Accountant.

N. A. SIEKS, R. SHEWAN, R. M. GRAY, Directors.

We have compared the above statement with the books, vouchers and securities at the Head Office, and with the returns from the various branches and agencies, and have found the same to be correct.

F. HENDERSON, C. S. SHARP, Auditors.

Hongkong, 4th February, 1901.

TRIAL TRIP OF THE "SUGRIB."

The *Sugrib*, the second of two gunboats built for the Siam Government by the Hongkong and Whampoa Dock Co. Ltd. went out on her official trial to-day. Mr. Johnson, Engineer in Charge, Siam Navy, and Mr. Mumford of Lloyd's Registry represented the Owners. Mr. Gillies and Mr. Cooke were also present.

The trial was very successful in every way, the engines working smoothly and without any signs of heating, the speed attained being eleven and a half knots over the Admiralty two knot course. At the finish of the trial, Mr. Johnson expressed his satisfaction with the results and the general work and finish of the vessel.

It may be mentioned that the sister gunboat *Adi* made the passage down to Bangkok in 6 days 4 hours, when she was delivered to the Siam Government. Admiral de Richelieu in taking over the gunboat seemed very pleased with her appearance and with her behaviour on the passage down.

HONGKONG JOCKEY CLUB RACE MEETING, 1901.

SECOND DAY.—WEDNESDAY, 27TH FEBRUARY.

THE FLAYWAY STAKES, a sweepstakes of \$5 each with \$100 added; second to receive \$50; for China ponies; weight for inches as per scale; non-winners at this meeting allowed 3 lbs. extra; previous winners at this meeting 7 lbs. extra. Three quarters of a mile.

Captain Bland's w. Marguerite, 10st 6lb
Mr. Buxey's g. New Rose, 11st 1lb
Mr. Buxey's w. Blooming Rose, 11st 1lb
Mr. Derick's g. Tube Rose, 11st 4lb
Mr. Derick's b. Thunderstorm, 11st 1lb
Mr. Derick's d. Sandstorm, 11st 1lb
Mr. Dryadust's d. Tit Bits, 10st 9lb
Captain Finch's d. Diana, 10st 12lb
Mr. Hart Buck's g. Esperance, 10st 6lb
Mr. Hermann's spd. Minor, 10st 12lb
Mr. Kingdon's ch. Polka, 11st 1lb
Mr. Mansfield's w. Ace of Hearts, 11st 1lb
Mr. Marshall's ch. Hope, 10st 12lb
Mr. Nauticus's g. Sunshine, 10st 12lb
Mr. John Peel's g. Beechnut, 10st 12lb
Mr. John Peel's ch. Set, 11st 7lb
Mr. G. H. Potts' b. Desert King, 10st 12lb
Mr. G. H. Potts' blk. Moriturus, 11st 4lb
Captain H. M. Richards' ch. Hermit, 10st 9lb
Mr. Rouseville Wildman's g. Thistle, 10st 12lb

THE GREAT SOUTHERN HANDICAP, winner to receive \$1,000; second \$200; third \$50; entrance \$10; for China ponies. One mile and a quarter.

Captain Bland's w. Marguerite, 10st 6lb
Mr. Buxey's g. New Rose, 11st 1lb
Mr. Buxey's w. Blooming Rose, 11st 1lb
Mr. Derick's b. Thunderstorm, 11st 1lb
Mr. Derick's d. Sandstorm, 11st 1lb
Mr. Dryadust's d. Tit Bits, 10st 9lb
Captain Finch's d. Diana, 10st 12lb
Mr. Hart Buck's g. Esperance, 10st 6lb
Mr. Hermann's spd. Minor, 10st 12lb
Mr. Kingdon's ch. Polka, 11st 1lb
Mr. Mansfield's w. Ace of Hearts, 11st 1lb
Mr. Marshall's ch. Hope, 10st 12lb
Mr. Nauticus's g. Sunshine, 10st 12lb
Mr. John Peel's g. Beechnut, 10st 12lb
Mr. John Peel's ch. Set, 11st 7lb
Mr. G. H. Potts' b. Desert King, 10st 12lb
Mr. G. H. Potts' blk. Moriturus, 11st 4lb
Captain H. M. Richards' ch. Hermit, 10st 9lb
Mr. Rouseville Wildman's g. Thistle, 10st 12lb

THE GARRISON CUP, presented by the Officers of the Garrison, second to receive \$100; for Waters subscribed for by members as Derby. Griffins; Subscription Water Griffins eligible; handicap; previous non-starters to carry top weight; entrance \$10. One mile.

Mr. A. Babington's b. Sundowner, 10st 12lb
Mr. Buxey's b. Imperial Rose, 10st 12lb
Mr. Buxey's b. Favourite Rose, 10st 12lb
Mr. Buxey's b. Souvenir Rose, 10st 12lb
Mr. Darius' b. Fame, 10st 12lb
Mr. Darius' b. Glory, 10st 12lb
Mr. Derick's b. Colonel, 10st 12lb
Mr. Derick's b. Fawcett, 10st 12lb
Mr. Derick's b. Deep Bay, 10st 12lb
Mr. Dryadust's b. Crusader, 10st 12lb
Mr. Hammonia's b. Donner, 10st 12lb
Mr. Hammonia's b. Blitz, 10st 12lb
Mr. Hart Buck's b. Belvoir, 10st 12lb
Mr. Jay's b. Rheingold, 10st 12lb
Mr. J. H. Lewis' b. Arrogant, 10st 12lb
Mr. J. H. Lewis' b. Haphazard, 10st 12lb
Sir Horace McMahon's b. Kismet, 10st 12lb
Mr. Wheelwright's b. The Giraffe, 10st 12lb

THE GERMAN CUP, Presented by the members of the German Club, second to receive half the entrance fees; for Subscription Water. Griffins of this season, 1900-1901; weight for inches as per scale; entrance \$10. One mile and a quarter.

Mr. A. Babington's b. Sundowner, 10st 12lb
Mr. Buxey's b. Imperial Rose, 10st 12lb
Mr. Buxey's b. Favourite Rose, 10st 12lb
Mr. Buxey's b. Souvenir Rose, 10st 12lb
Mr. Darius' b. Fame, 10st 12lb
Mr. Darius' b. Glory, 10st 12lb
Mr. Derick's b. Colonel, 10st 12lb
Mr. Derick's b. Fawcett, 10st 12lb
Mr. Derick's b. Deep Bay, 10st 12lb
Mr. Dryadust's b. Crusader, 10st 12lb
Mr. Hammonia's b. Donner, 10st 12lb
Mr. Hammonia's b. Blitz, 10st 12lb
Mr. Hart Buck's b. Belvoir, 10st 12lb
Mr. Jay's b. Rheingold, 10st 12lb
Mr. J. H. Lewis' b. Arrogant, 10st 12lb
Mr. J. H. Lewis' b. Haphazard, 10st 12lb
Sir Horace McMahon's b. Kismet, 10st 12lb
Mr. Wheelwright's b. The Giraffe, 10st 12lb

THE NAVY CUP, Presented by the members of the German Club, second to receive half the entrance fees; for Subscription Water. Griffins of this season, 1900-1901; weight for inches as per scale; entrance \$10. One mile and a quarter.

Mr. Buxey's g. New Rose, 11st 1lb
Mr. Buxey's w. Blooming Rose, 11st 1lb
Mr. Derick's g. Tube Rose, 11st 4lb
Mr. Derick's b. Thunderstorm, 11st 1lb
Mr. Derick's d. Sandstorm, 11st 1lb
Mr. Dryadust's d. Tit Bits, 10st 9lb
Captain Finch's d. Diana, 10st 12lb
Mr. Hart Buck's g. Esperance, 10st 6lb
Mr. Hermann's spd. Minor, 10st 12lb
Mr. Kingdon's ch. Polka, 11st 1lb
Mr. Mansfield's w. Ace of Hearts, 11st 1lb
Mr. Marshall's ch. Hope, 10st 12lb
Mr. Nauticus's g. Sunshine, 10st 12lb
Mr. John Peel's g. Beechnut, 10st 12lb
Mr. John Peel's ch. Set, 11st 7lb
Mr. G. H. Potts' b. Desert King, 10st 12lb
Mr. G. H. Potts' blk. Moriturus, 11st 4lb
Captain H. M. Richards' ch. Hermit, 10st 9lb
Mr. Rouseville Wildman's g. Thistle, 10st 12lb

Mr. Buxey's g. New Rose, 11st 1lb
Mr. Buxey's w. Blooming Rose, 11st 1lb
Mr. Derick's g. Tube Rose, 11st 4lb
Mr. Derick's b. Thunderstorm, 11st 1lb
Mr. Derick's d. Sandstorm, 11st 1lb
Mr. Dryadust's d. Tit Bits, 10st 9lb
Captain Finch's d. Diana, 10st 12lb
Mr. Hart Buck's g. Esperance, 10st 6lb
Mr. Hermann's spd. Minor, 10st 12lb
Mr. Kingdon's ch. Polka, 11st 1lb
Mr. Mansfield's w. Ace of Hearts, 11st 1lb
Mr. Marshall's ch. Hope, 10st 12lb
Mr. Nauticus's g. Sunshine, 10st 12lb
Mr. John Peel's g. Beechnut, 10st 12lb
Mr. John Peel's ch. Set, 11st 7lb
Mr. G. H. Potts' b. Desert King, 10st 12lb
Mr. G. H. Potts' blk. Moriturus, 11st 4lb
Captain H. M. Richards' ch. Hermit, 10st 9lb
Mr. Rouseville Wildman's g. Thistle, 10st 12lb

THE EXCHANGE PLATE, value \$500, presented by the Bankers and Exchange Brokers of Hongkong, second to receive \$100; third \$50; for China ponies; weight for inches as per scale; winners of one race at this meeting 5 lbs. extra; of two more races 7 lbs. extra; non-winners at this meeting 3 lbs. extra; previous non-starters to carry 12st; entrance \$10. One mile.

Mr. Buxey's g. New Rose, 11st 1lb
Mr. Buxey's w. Blooming Rose, 11st 1lb
Mr. Derick's g. Tube Rose, 11st 4lb
Mr. Derick's b. Thunderstorm, 11st 1lb
Mr. Derick's d. Sandstorm, 11st 1lb
Mr. Dryadust's d. Tit Bits, 10st 9lb
Captain Finch's d. Diana, 10st 12lb
Mr. Hart Buck's g. Esperance, 10st 6lb
Mr. Hermann's spd. Minor, 10st 12lb
Mr. Kingdon's ch. Polka, 11st 1lb
Mr. Mansfield's w. Ace of Hearts, 11st 1lb
Mr. Marshall's ch. Hope, 10st 12lb
Mr. Nauticus's g. Sunshine, 10st 12lb
Mr. John Peel's g. Beechnut, 10st 12lb
Mr. John Peel's ch. Set, 11st 7lb
Mr. G. H. Potts' b. Desert King, 10st 12lb
Mr. G. H. Potts' blk. Moriturus, 11st 4lb
Captain H. M. Richards' ch. Hermit, 10st 9lb
Mr. Rouseville Wildman's g. Thistle, 10st 12lb

THE JOCKEY CUP, value \$150; second to receive \$50; for Subscription Water Griffins non-winners of this season, 1900-1901; to be ridden by Jockeys who have not had a winning mount previous to this meeting in Hongkong or China; handicap; entrance \$5. One mile.

Mr. A. Babington's b. Sundowner, 10st 12lb
Mr. Buxey's b. Imperial Rose, 10st 12lb
Mr. Buxey's b. Favourite Rose, 10st 12lb
Mr. Buxey's b. Souvenir Rose, 10st 12lb
Mr. Darius' b. Fame, 10st 12lb
Mr. Darius' b. Glory, 10st 12lb
Mr. Derick's b. Colonel, 10st 12lb
Mr. Derick's b. Fawcett, 10st 12lb
Mr. Derick's b. Deep Bay, 10st 12lb
Mr. Dryadust's b. Crusader, 10st 12lb
Mr. Hammonia's b. Donner, 10st 12lb
Mr. Hammonia's b. Blitz, 10st 12lb
Mr. Hart Buck's b. Belvoir, 10st 12lb
Mr. Jay's b. Rheingold, 10st 12lb
Mr. J. H. Lewis' b. Arrogant, 10st 12lb
Mr. J. H. Lewis' b. Haphazard, 10st 12lb
Sir Horace McMahon's b. Kismet, 10st 12lb
Mr. Wheelwright's b. The Giraffe, 10st 12lb

THE TAI YUK FONG CUP, value \$300; presented; second to receive \$50; for waters subscribed for as Derby and Subscription Griffins; winner of the Garrison Cup excluded; handicap. Once round.

Mr. Buxey's b. Imperial Rose, 10st 12lb
Mr. Buxey's b. Favourite Rose, 10st 12lb
Mr. Buxey's b. Souvenir Rose, 10st 12lb
Mr. Darius' b. Fame, 10st 12lb
Mr. Darius' b. Glory, 10st 12lb
Mr. Derick's b. Colonel, 10st 12lb
Mr. Derick's b. Fawcett, 10st 12lb
Mr. Derick's b. Deep Bay, 10st 12lb
Mr. Dryadust's b. Crusader, 10st 12lb
Mr. Hammonia's b. Donner, 10st 12lb
Mr. Hammonia's b. Blitz, 10st 12lb
Mr. Hart Buck's b. Belvoir, 10st 12lb
Mr. Jay's b. Rheingold, 10st 12lb
Mr. J. H. Lewis' b. Arrogant, 10st 12lb
Mr. J. H. Lewis' b. Haphazard, 10st 12lb
Sir Horace McMahon's b. Kismet, 10st 12lb
Mr. Wheelwright's b. The Giraffe, 10st 12lb

THE PROFESSIONAL CUP, presented; second to receive half the entrance fees; third \$25; for China ponies; weight for inches as per scale; previous winners at this meeting of one race 2 lbs. extra; of two races 4 lbs. extra; of three or more races 7 lbs. extra; non-winners at this meeting allowed 3 lbs. extra; non-starters at this meeting excluded; entrance \$10. One mile and a half.

Mr. Buxey's g. New Rose, 11st 1lb
Mr. Buxey's w. Blooming Rose, 11st 1lb
Mr. Derick's g. Tube Rose, 11st 4lb
Mr. Derick's b. Thunderstorm, 11st 1lb
Mr. Derick's d. Sandstorm, 11st 1lb
Mr. Dryadust's d. Tit Bits, 10st 9lb
Captain Finch's d. Diana, 10st 12lb
Mr. Hart Buck's g. Esperance, 10st 6lb
Mr. Hermann's spd. Minor, 10st 12lb
Mr. Kingdon's ch. Polka, 11st 1lb
Mr. Mansfield's w. Ace of Hearts, 11st 1lb
Mr. Marshall's ch. Hope, 10st 12lb
Mr. Nauticus's g. Sunshine, 10st 12lb
Mr. John Peel's g. Beechnut, 10st 12lb
Mr. John Peel's ch. Set, 11st 7lb
Mr. G. H. Potts' b. Desert King, 10st 12lb
Mr. G. H. Potts' blk. Moriturus, 11st 4lb
Captain H. M. Richards' ch. Hermit, 10st 9lb
Mr. Rouseville Wildman's g. Thistle, 10st 12lb

THE GYMKHANA STAKES, value \$200; presented by the Gymkhana Committee, added to a sweepstakes of \$5 each; for Subscription Water Griffins of this season, 1900-1901; all winners and previous non-starters eligible; winner to receive 70 per cent; second 20 per cent; third 10 per cent; weight for inches as per scale; one mile.

Mr. A. Babington's b. Sundowner, 10st 12lb
Mr. Buxey's b. Imperial Rose, 10st 12lb
Mr. Buxey's b. Favourite Rose, 10st 12lb
Mr. Buxey's b. Souvenir Rose, 10st 12lb
Mr. Darius' b. Fame, 10st 12lb
Mr. Darius' b. Glory, 10st 12lb
Mr. Derick's b. Colonel, 10st 12lb
Mr. Derick's b. Fawcett, 10st 12lb
Mr. Derick's b. Deep Bay, 10st 12lb
Mr. Dryadust's b. Crusader, 10st 12lb
Mr. Hammonia's b. Donner, 10st 12lb
Mr. Hammonia's b. Blitz, 10st 12lb
Mr. Hart Buck's b. Belvoir, 10st 12lb
Mr. Jay's b. Rheingold, 10st 12lb
Mr. J. H. Lewis' b. Arrogant, 10st 12lb
Mr. J. H. Lewis' b. Haphazard, 10st 12lb
Sir Horace McMahon's b. Kismet, 10st 12lb
Mr. Wheelwright's b. The Giraffe, 10st 12lb

CANTON NOTES.

(From Our Own Correspondent.)

CANTON, February 4th.

CHINESE FESTIVAL.

Thousands of Chinese assembled on the parade ground at the East Gate yesterday to observe the ceremonies of "Meeting the Spring." The officials were out in force. Owing to the thirteen months in the year, the Chinese and the seasons do not agree. According to the calendar the New Year does not begin until February 19th, but according to the seasons, yesterday was the first of the new year. The ceremony yesterday consisted in worshipping a paper ox and his attendant, and afterwards turning over some soil with a plow. The Kwong Chau Fu, Nam Hoi and Pun U officials took part. The conclusion of the ceremony, the people cast stones at the paper figure, the superstition being that whoever hits the paper ox will be protected during the year from measles and small pox.

FIRE ON HO NAM.

Yesterday a fire on the south side of Ho Nam destroyed a dozen or more houses. Fortunately the wind was blowing strongly from the north and prevented the spread of the fire.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held on Thursday, the 7th February, at 3 p.m.

BUSINESS.

1. Financial Minutes. (Nos. 5 and 7.)
2. Report of the Finance Committee. (No. 1.)

ORDERS OF THE DAY.

1. Second reading of the Bill entitled An Ordinance to repeal and re-enact with amendments The Defence Contribution Ordinance, 1896.

2. Third reading of the Bill entitled An Ordinance to further amend the Bankruptcy Ordinance, 1891.

3. Second reading of the Bill entitled An Ordinance to consolidate and amend the laws relating to Public Health in the Colony of Hongkong.

4. Second reading of the Bill entitled An Ordinance to amend the Criminal Law as regards certain indecent outrages and assaults.

5. Second reading of the Bill entitled An Ordinance to consolidate and amend the laws relating to Trustees.

6. Second reading of the Bill entitled An Ordinance to amend and declare in certain respects the Law to be administered in the Supreme Court.

7. Second reading of the Bill entitled An Ordinance to establish a Code of Procedure for the Regulation of the Process, Practice, and Mode of Pleading in the Civil Jurisdiction of the Supreme Court of the Colony.

8. Second reading of the Bill entitled An Ordinance to repeal various Statutes relating to Civil Procedure or Matters connected therewith.

A meeting of the Finance Committee will be held immediately after the Council.

THE CRISIS IN THE NORTH.

SHANGHAI.

The Rebellion in Kansu.

With reference to Feng Tse-tai, the Provincial Commander-in-Chief of Kansu, reported that he had arrived at Canton on the 1st inst. in response to his call by the Refugee Court, the *N. C. D. News* has now received a Canton dispatch to the effect that, since his arrival at that city, General Feng Tse-tai has received further telegraphic instructions from Hsiao, ordering him to proceed post-haste northward, as the Mohammedans in Kansu are growing more and more rebellious every day and he is required to keep them within bounds.

Rumours.

The *Supra* publishes the following reports current on 28th ultimo in Shanghai native official circles:—H. E. Yuan Shu-hsun present Tao-tai of Shanghai, may be appointed Provincial Judge of Kiangsi, his post here being given to Hsu Tso-tai the Salt Intendant of this province, whose headquarters are in Nanking. It is also reported that H. E. Yuan Fang (Manshu) Provincial Treasurer of Shensi, has been appointed to be H. E. Yun Tsu-yi, successor in the Governorship of Chekiang. This good official, it will be remembered held the Acting Governorship of Shensi during the recent Boxer troubles in the North and refused to carry into effect the Empress Dowager's outrageous order for the wholesale destruction of foreigners and native Christians, and saved the lives of a large number of missionaries and converts.

The New Treasures of Chihli.

H. E. Chou Fu, late Provincial Treasurer of Szechuan and at present Provincial Treasurer-designate of Chihli, has now arrived at Shanghai, says the *N. C. W. News*, and will, in a day or two, leave for the North in the *C.M.S. Fungshun* accompanied by his son Chou Hsueh-ai, an expectant Tao-tai of Chihli, and Assistant Director of the Tongshan Coal Mines, at Kaiping. His Excellency Chou Fu's services, it is reported, are urgently needed at Pao-tung, as he has, since his arrival here, received a telegram from H. E. Li Hung-chang informing him that as the withdrawal of the allied troops round Pao-tung is about to take place, he must lose no time in proceeding to his new Treasureship, so that arrangements may be made in due time for the administration of the territories within his jurisdiction.

The Court's Urgent Necessities.

Asian news to hand at Shanghai reports that Yung Lu has dispatched a telegram to all the Viceroy and Governors, calling upon them to show their true loyalty by promptly sending to the Refugee Court all the revenue, provisions, and other necessary tributes available in their respective provinces, and telling them that by failing to do so they will incur the Empress Dowager's serious suspicion and indignation.

High Courtesy.

Prince Ching has telegraphed to Hsiao asking the Throne to appoint a special Ambassador to London to condole with H.M. Edward VII on the death of the Queen and also to congratulate His Majesty on his accession to the Throne.

In spite of all news to the contrary, General Tung Fuchang has still a body of 10,000 veterans at his beck and call in Kansu, in regard to whom the Board of Revenue has just appropriated the sum of Tls. 1,045,700 odd, for their pay during the present year.

More Demands and a Concession.

The *Supra* states: Russia demands a special indemnity of 30 million taels (over and above the war indemnity) for returning the three Manchurian provinces to China. This indemnity to be paid within 30 years in instalments and at an interest of 6 per annum.

Count Waldersee demands a special indemnity of 500,000 taels for the murder of Baron von Kettler.

Report that the Foreign Ministers have consented to withdraw their troops from Peking before arrival of Refugee Court.

The Settlement.

Of the Chuchow Massacre affair has according to the *Supra* been transferred to Peking, although enquiries amongst the Shanghai mandarins fail to confirm the above. It is probably more likely that since Governor Yun has had to retire into mourning for his mother, his handing over of the acting seals of the Governorship of Chekiang to his immediate subordinate, Yung Chuan (Manshu) the Provincial Treasurer, the chief culprit in the Chuchow Massacre last July is objected to on obvious grounds, hence the reference to Peking.

In Search of Contributions in the Southern Pacific.

The *Universal Gazette* says that Tsen Chun-hung, Governor of Shensi, has memorialized the Court, suggesting that Li Ching-ming, Commissioner-General of Szechuan, should be authorized to go on a tour in the South to persuade the merchants to contribute financial aid to the Government, promising that

those who contribute a certain sum of money, will be granted certain official rank. It is reported that this proposal has already been sanctioned by the Court.

IMPERIAL DECREE.

18th January.

(Delayed in transmission.)

WANG WEN-SHAO EXONERATED.

Owing to the crisis under which our Empire is labouring we gave out our desire that all our officials who had any important matters to report to the Throne or suggestions to make, should do so without loss of time so that the Government might avail itself of anything beneficial as quickly as possible. We were not prepared, however, to read the memorials of the 3rd-class Board Secretaries, Hsia Cheng-wu and Hung Ku yu, which were handed up to the Throne the other day, in which the Grand Councillor Wang Wen-shao was bitterly denounced by them on monstrous and audacious charges and it was impudently demanded that the said Grand Councillor be severely punished as an example and warning to others, etc. The memorialists seem to have forgotten that the said Wang Wen-shao has for very many years been a trusted Minister of the Throne, and should not therefore be denounced on mere hearsay and street rumours heard by the said secretaries. These latter should by rights be severely punished for their audacious memorials, but in consideration of their inexperience, being newly joined literary graduates, we exercise our mercy and merely censure them for their rashness and ignorance of affairs, bidding them to have a care in the future, and would also remind other young and newly joined members of the Six Boards, etc., to avoid listening to street rumours and hearsay for report to the Throne.—*N. C. D. News.*

THE ILLEGAL ARREST AT SHANGHAI.

KUNG CHAO AT LAST RELEASED.

Kung Chao, a member of the Reform Society which came into 35th disapproval last year at Hankow, and who caused excitement in the Settlement by his arrest and alleged detention at General Yen's camp in the City, was brought before the Mixed Court on Wednesday morning, before Mr. Chang (Magistrate) and Mr. S. F. Mayers (British Assessor), for his release, having been detained at that Court pending the proceedings in his case. A respectfully dressed man came forward and offered to become security for Kung Chao's future behaviour. The Court was satisfied with the security given and released Kung Chao. Inspector Ramsay conducted him off the premises of the Court, where he was met by his friends and taken away.—*N. C. D. News.*

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KANAGAWA MARU..... J. McKenzie	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.....	FRIDAY, 8th Feb., at Daylight.
TAMBA MARU..... J. W. Wale	KOBE and YOKOHAMA.....	FRIDAY, 15th Feb., at Daylight.
SADO MARU..... W. Thompson	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.....	FRIDAY, 22nd Feb., at Daylight.
ROSETTA MARU..... N. Tate	NAGASAKI, KOBE and YOKOHAMA.....	FRIDAY, 22nd Feb., at Noon.
KASUGA MARU..... E. W. Haswell	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	FRIDAY, 22nd Feb., at 4 P.M.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 1st February, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SILESIA..... Halle	HAVRE and HAMBURG.....	9th February.
FREIBURG..... Proesch	HAVRE, BREMEN and HAMBURG.....	27th February.
MARBURG..... v. Binter	HAVRE and HAMBURG.....	About 10th March.
BAMBERG..... Jacobs	HAVRE and HAMBURG.....	About 15th March.
SIBIRIA..... Braun	HAVRE and HAMBURG.....	About 25th March.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

CARLOWITZ & Co., Agents.

HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD,
OSTASIATISCHER FRACHTDAMPFER DIENST.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....	Thursday, 7th Feb., at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....	Saturday, 2nd Mar., at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....	Thursday, 28th Mar., at Noon.

The Twin Screw Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 7th February, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage, and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 12th January, 1901.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....	Thursday, 14th Feb., at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....	Tuesday, 12th Mar., at Noon.
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....	Saturday, 6th April, at Noon.

THE U.S. Mail Steamship

"CITY OF PEKING,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 14th February, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

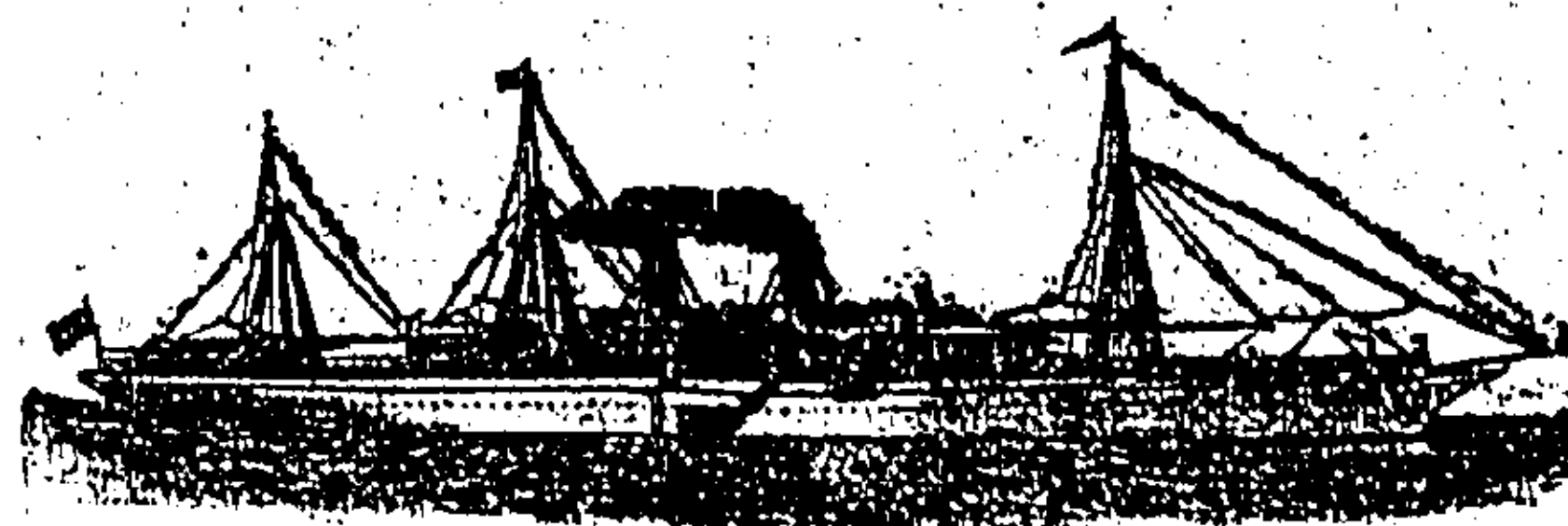
Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage, and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 22nd January, 1901.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

1901

1901

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 13th February.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 13th March.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 3rd April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent from THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 16th January, 1901.

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaule (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....	Saturday, 23rd Feb., at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....	Tuesday, 19th March, at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....	Saturday, 13th April, at Noon.

THE Company's Steamship

"GAELIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 23rd February, at Noon. Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 29th January, 1901.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Belgian King... 3,379 | Wednesday | Feb. 7

THE Steamship

"BELGIAN KING," will be despatched for SAN DIEGO and SAN FRANCISCO, via MOI, KOBE, YOKOHAMA & HONOLULU, on THURSDAY, the 7th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 4th February, 1901.

1901

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
MANILA, CEBU and ILOILO.....	"KAIKONG".....	6th February, at Noon.
YOKOHAMA and KOBE.....	"CHIHLI".....	7th February, at 4 P.M.
MANILA.....	"SUNGKIANG".....	8th February.
MANILA.....	"CHANGSHIA".....	15th Feb., at 4 P.M.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....	"CHANGSHIA".....	15th Feb., at 4 P.M.
TIENTSIN.....	"KWEIYANG".....	23rd Feb., at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th February, 1901.

[51c]

OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS.	CAPTAINS.	TO SAIL.
LONDON.....	"ALCINOUS".....	Pulford.....	19th February.
.....	"IXION".....	Robinson.....	5th March.
LIVERPOOL.....	"GLAUCUS".....	16th February.

(Taking Cargo at LONDON RATES).

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, Q. B. S. Co.

Hongkong, 24th January, 1901.

[12]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.
THE Imperial German Mail Steamship

"KIAUTSCHOU," of the HAMBURG-AMERIKA LINIE, due here with the outward German Mail about the 5th instant, will leave for the above Places about 24 hours after arrival.

NORDDEUTSCHER LLOYD. For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 1st February, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO. THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Ports, TO-MORROW, the 6th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 5th February, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY. THE Company's Steamship

"AKASHI MARU," Captain K. Suzuki, will be despatched as above on WEDNESDAY, the 13th February.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 30th January, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, BOMBAY, ADEN, SUEZ, PORT SAID AND TRIESTE. (Taking Cargo at through Rates to the BRAZILS, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"MARIA TERESA," Captain Raskevich, will be despatched as above on THURSDAY, the 14th instant, P.M.

For Information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 1st February, 1901.

OREGON AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE OREGON RAILROAD AND NAVIGATION COMPANY.

PROPOSED SAILING FROM HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO, VIA

INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

Taking Cargo to JAPAN PORTS, THE UNITED STATES, and CANADA.

THE Steamship

"EVA," 2,088 tons. Capt. Petersen.

This Steamship will be despatched on or about SUNDAY, the 10th March, for PORTLAND (OR.) via MOI, KOBE and YOKOHAMA.

Through Bills of Lading issued to any Point in the United States and Canada.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be accepted at the Office of the Under- signed until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond Portland (Or.) should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.).

For further information as to Freight rates, &c., apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, 4th February, 1901.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

STUMPFEN & Co., Agents.

To be Let.

TO LET.

"ROSENEATH," KOWLOON.
Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st February, 1901. [145c]

TO LET.

No. 6, RICHMOND TERRACE (a Six-Roomed House).
No. 2, RICHMOND TERRACE.—Possession from 1st April, 1901.
Apply to LAU CHU PAK, Care of A. S. Watson & Co., Ltd.
Hongkong, 4th February, 1901. [145c]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"TIENTSIN,"

FROM BOMBAY AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—From London, &c., ex S.S. Malta. Goods not cleared by the 7th instant, at 4 P.M. will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

A. M. MARSHALL, Acting Superintendent.

Hongkong, 1st February, 1901.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"RINGO MARU," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY. Goods not cleared by the 7th instant, will be subject to rent.

No Fire Insurance will be effected. All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 10th instant, or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA.

Hongkong, 1st February, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PARRAMATTA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—From London, &c., ex S.S. Acadia & Egypt. From Persian Gulf, ex S.S. Java, Nasser and Khadalla.

Goods not cleared by the 9th instant, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

A. M. MARSHALL, Acting Superintendent.

Hongkong, 1st February, 1901.

Companies.	Paid-up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	350 % premium
The Bank of China & Japan, Limited... (Preference)	£ 5	Nominal
The Bank of China & Japan, Limited... (Ordinary)	£ 4	£1
The Bank of China & Japan, Limited...	£ 1	£5.5 buyers
National Bank of China, Ltd. Founders...	£ 8	\$27 buyers
	£ 1	\$20
Marine Insurances.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$245 buyers
China Trade's Ins. Co., Ltd.	\$ 25	\$55 buyers
North China Ins. Co., Ltd.	£ 25	Tls. 180
Yangtze Ins. Assoc. Ltd.	\$ 60	\$115 buyers
Canton Ins. Office, Ltd.	\$ 50	\$150
Straits Ins. Co., Ltd.	\$ 20	\$1
Fire Insurances.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$315 sellers
China Fire Ins. Co., Ltd.	\$ 20	\$84 sales
Shipping.		
Hongkong, Canton, & Amoy Steamboat Co., Limited	\$ 15	\$35 buyers
Indo China Steam Navigation Co., Ltd.	£ 10	\$11 buyers
China & Manila S.S. Co., Ltd.	\$ 50	\$72 sellers
Corn, Ltd.	\$ 30	\$41 sellers
Douglas' Steamship Co., Ltd.	\$ 50	\$46 sellers
China Mutual S. N. Co., Ltd.-(Pref.)	£ 10	£12 buyers
China Mutual S. N. Co., Ltd.-(Ordinary)	£ 10	£12 buyers
China Mutual S. N. Co., Ltd.-(Ordinary)	£ 5	\$7 buyers
Star Ferry Co., Ltd.	£ 25	\$203 sellers
"Shell" Transport & Trading Co., Ltd.	£ 1	£3.40
Refineries.		
China Sugar Refining Co., Ltd.	\$100	\$125 buyers
Luzon Sugar Refining Co., Ltd.	\$100	\$39 sales
Mining.		
Punjoon Mining Co., Ltd.	\$ 8	\$54 sellers
Punjoon Mining Preference Shares	\$ 1	\$1.20 sales
Société Française des Charbonnages du Tonkin	Fca. 250	\$325 sellers
Queen Mary Ltd.	25 cts.	5 cents
Jelebu Mining and Trading Co., Ltd.	\$ 5	\$6 sales
Raub, Altian Gold Mining Co., Ltd.	175.40d.	\$47 sellers
Oliver's Freehold Mines, Ltd. A	\$ 5	\$2
Oliver's Freehold Mines, Ltd. B	\$ 5	\$1.10 sellers
Great Eastern & Caledonian Gold Mining Co., Ltd.	\$ 5	5 cents
Ida (Preference)	\$ 5	30 cents
Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ltd.	\$125	640 % premium
Hongkong and Kowloon Wharf & Godown Co., Ltd.	\$ 50	\$50 buyers
Wanchai Warehouse & Storage Co., Ltd.	\$ 37½	\$63 buyers
New Amoy Dock Co., Ltd.	\$ 64	\$214 buyers
Land, Hotels and Buildings.		
China Real Estate Mortgage Co., Ltd.	10	\$9½ sellers
Hongkong Land Investment & Agency Co., Ltd.	\$100	\$198 sales
Kowloon Land and Building Co., Ltd.	\$ 30	\$28 buyers
West Point Building Co., Ltd.	\$ 50	\$49 sales
H'kong Hotel Co., Ltd.	\$ 50	\$124 sales
Oriente Hotel Co., Ltd.	\$ 50	\$80 sellers
Humphrey's Estate & Finance Co., Ltd.	\$ 10	\$124 buyers
Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$100	\$15
Ewo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 50.
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 45.
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 65
Soy Chong Cotton Spinning Co., Ltd.	Tls. 500	Tls. 325
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 50
Oilgar Companies.		
Alhambra, Limited	\$500	200 % premium
La Commercial, Ltd.	\$500	100 % premium
Gasolina Limited	\$100	5 % premium
La Favorita	\$500	40 % premium
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$194 sales
China Bore Co., Ltd.	\$ 15	\$33 buyers
A. S. Watson & Co., Limited	\$ 10	\$16 sales
Watkins, Limited	\$ 10	\$124 sellers
Hongkong Electric Co., Limited	\$ 10	\$124 sales
Hongkong Electric Co., Limited	\$ 5	\$64
Hongkong and China Gas Co., Ltd.	£ 10	\$118 buyers
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$16 sales
Geo. Fawcett & Co., Ltd.	\$ 35	\$59 sellers
Hongkong High Level Tramways Co., Ltd.	\$100	\$196 buyers
Dairy Farm Co., Ltd.	\$ 6½	\$7 buyers
Hongkong and China Bakery Co., Ltd.	\$ 50	\$5 buyers
Campbell, Moore and Co., Ltd.	\$ 10	\$20
Bell's Asbestos Estimating Agency, Ltd.	£ 1	\$14 buyers
United Asbestos Oriental Agency, Ltd.	\$ 4	\$74 sales and
Carmichael & Co., Ltd.	\$ 20	\$8 " buyers
Tebrau Planting Co., Ltd.	\$ 5	\$3
Universal Trading Co., Ltd.	\$ 5	\$54 sellers
H.K. Steam Waterboat Co., Ltd.	\$ 5	\$5
BENJAMIN, KELLY & POTTS, Share Brokers.		
Telegraph Address—"Ratic"		
Telephone No. 148		

Allen, Mr. J. H.
 Anderson, Mr. E.
 Andrews, Mr. D. A.
 Angus, Mrs.
 Apcar, Mrs. A. A.
 Apcar, Miss
 Arundell, Mr. A. L.
 Bailey, Mr. W. S.
 Baker, Capt. & Mrs.
 Beckner, Mr. J. T.
 Bell, Mr. and Mrs. O.
 M. D.
 Bell, Mr. T. H.
 Bennett, Mr. J. V.
 Beringer, Mr. F. J. G.
 Black, Mrs.
 Boehm, Mr. G.
 Borthwick, Mr. & Mrs.
 R. W.
 Boyle, Mr. L. C.
 Brown, Mr. J. W.
 Bruce, Capt. and Mrs.
 Burns, Mr. C. M.
 Burnie, Mr. C. M. G.
 Clark, Dr. & Mrs. F.
 Clark-Thornhill, Mr. F.
 B. and valet
 Colson, Mr. T. S.
 Creighton, Mr. J. V.
 Denroche, Mr. P. C.
 Discombe, Mr. G. M.
 Donnet, Mr. G.
 Dorehill, R. A., Major
 Duff, Mr. and Mrs. C.
 Duff, Mr. W. S.
 Dyson, Capt. P. S.
 Elderton, Comdr.
 Miss P.
 Ellis, Mr. M. S. W.
 Gaetche, Mr. Th.
 Gibson, Mr. and Mrs.
 Kennedy
 Glover, Mr. C.
 Goddard, Capt.
 Godschaux, Mrs. and
 Miss
 Gotte, Mr. R.
 Grant, Mr. John
 Hamersley, Mr. B. F.
 Hanson, Mr. and Mrs.
 L. C.
 Howard, Mr. Thos.
 Howkins, Mr. and Mrs.
 Jackson, Mrs. J. B. and
 child
 Jacott, Mr. F. S.
 Johnson, Dr. and Mrs.
 L. C.
 Johnson, Mr. L. R.
 Joseph, Mr. and Mrs.
 E. S.
 Johnson, Mr. C. S.
 Katsch, Mr. E. A.
 Kiene, Mr. and Mrs. F.
 Klag, Maj. H. S., R.E.
 Klamborg, Mr. & Mrs.
 B.
 Leubner, Mrs. R. S.
 Lewis, Mr. A. R.
 Little, Mr. T. M.
 Littleale, R.E., Major
 R. P.
 Long, Mr. & Mrs. D. M.
 Lynam, Mr. R. A.
 Lyon, Mr. W. D.
 Macfadyen, Dr. J.
 MacLaren, Mr. J.
 Maclondy, Mrs. F. L.
 Maloney, Lt.-Col.
 Mandle, Mr. and Mrs.
 H.
 Mould, R.E., Maj. C. F.
 Nevins, Mr. H. R.
 O'Neill, Mr. and Mrs.
 J. J.
 O'Neil, Mr. J. L. Hugh
 Ormsby, Hon. R. D.
 Orr, Mr. R.
 Orr, Capt. S. G.
 Packer, Mr. B. L.
 Paritt, Mr. W.
 Passy, Lt.-Col.
 Pavon, Mr. Megnel
 Pigman, Mr. Geo. W.
 Pohle, Mr. R.
 Reel, Dr. L. R.
 Remey, Admiral Geo.
 C. S. N.
 Ryan, Mr.
 Scharter, Mr. L. H.
 Smith, Mr. D. A.
 Solomon, Mr. L. P.
 Somerville, Mr. A. C.
 Stevens, Mr. G. R.
 Stevens, Mr. H. Goyne
 Stewart, Mr. E. H.
 Stjergs, Mrs. G.
 Tabboh, Mr. A.
 Taylor, Mr. D. G.
 Taylor, Mr.
 Mr. W.
 U.S.V.
 Verschure, Mr. P.
 Witcomb, Mr. G. F.
 Watts, Mr. and Mrs.
 Frank K.
 Whiloy, Mr.
 Whittier, Mr. and Mrs.
 J. C.
 Wild, Light, and Mrs.
 Baghall
 Williamson, Mrs. J.

Benjamin, Mr. S. S.	McCarthy, Mrs., and child
Bewley, Capt.	Miller, Mr. and Mrs.
Bonnar, Mr. J. W. C.	Mitchell, Mr. R.
Brown, Colonel F.	Morris, Major & Mrs.
Collard, Col.	Neale, Mr. Stuart G.
Comrie, Mr. A. F.	Oakley, Mr. H. E.
Cookenden, C. Mr. H.	Oakley, Miss
Dann, Mr. G. H.	O'Gorman, Col. The
Ezekiel, Mr. J. S.	O'Gorman, Madam
Forbes, Mr. Andrew	Oppenheim, Mr. J.
Fraser, Colonel A. R.	Pollock, Mr. H. E.
Graham, Mr. D. M.	Rouse, Mr. A-B.
Griffin, Major W. W.	Scott, Capt. Percy, C.B.
R.A.	Scott, Mrs. Percy
Harston, Dr. and Mrs.	Seaman, Mr. J. F.
G. M.	Shellim, Mr. Edward.
Hays, Mr. J.	Shepherd, Mr. E. B.
Hughes, Col. G. A.	Sinclair, Mr. A.
Jeffries, Mr. H. U.	Tomlin, Mr. G. L.
Lynton, Mr. B.	Wheeler, Col.
Lee, Mr. J. E.	Wholey, Mr. H. B.
Martin, Mr. R.	
Mackie, Mr. C. Gordon	

CRAIGIEBURN.

Anderson, Mr. Jas.	Hamilton, Lt.-Col. H.
Callaghan, Capt.	Hamilton, Mrs.
Canton, Staff-Surg. H.	Prynne, Capt.
Canton, Mrs.	Ross, Mr. John A.
Clarke, Capt. A. G.	Sharp, Mr. and Mrs.
R.N.	E. H.
Clarke, Mrs.	Stricker, Mr. A.
Crouch, Mr. J. W.	Volpicelli, Consul

Alexander, Mrs. H.	Lucy, Lieut. C.
Collins, Mr. J. M.	Reay, Mr. H.
Fitzhardinge, Mr. W.	Shillington, Mr. L.
Perkins, Mr. and Mrs.	Thomson, Mr. & Mrs.
Harvey	Wittmuss, Capt.

EXCHANGE.

Hongkong, 5th February.

ON LONDON, Telegraphic Transfer	2/0
Bank Bills, on demand	2/0 1/16
" Credits, 4 months' sight	2/0 2/3
" D'ments, 4 months' sight	2/0 3/4
ON BERLIN, (demand)	M. 20 5/8
ON PARIS, Bank Bills, on demand	2.52 1/2
" Credits, 4 months' sight	2.58 1/2
ON NEW YORK, Bank Bills, on demand	48 1/2
" Credits, 30 days' sight	49 1/2
ON BOMBAY, Telegraphic Transfer	149 1/2
ON OMAN, " "	150 1/2
ON SHANGHAI, Telegraphic Transfer	7 1/2
Private 30 days' sight	nom.
ON YOKOHAMA, T.T.	1 1/2 p.m.
Sovereigns, bank's Buying Rate.	\$10.00
Gold Leaf two touch, per tael	\$1.50
Bar Silver	28 1/2
Dollars	nom.

Hongkong, 5th February.	
New Patna.....	895 per chest.
New Benares	897 1/2 " "
New Malwa	810 per picul.
Old Malwa	820 1/2 " "
Persian Superior drug	825 " "

Steamers.

AMARA, British steamer, 1,565, C. J. Mattock,
2nd Feb.,—Mojit 28th Jan., Coal.—Jardine,
Matheson & Co.

AMERICA MARU, Japanese steamer, 3,460, P.
H. Going, 26th Jan.,—San Francisco 29th
Dec., and Shanghai 24th Jan., Mails and
General.—J. S. Van Buren.

ANPONG MARU, Japanese steamer, 1,053, S.
Asumi, 1st Feb.,—Amoy and Swatow 1st
Feb., General.—Mitsui Bussan Kaisha.

BELGIAN KING, British steamer, 2,170, Thos.
L. Weiss, 27th Jan.,—San Francisco 16th
Dec., General.—Butterfield & Swire.

CHIVUES, American steamer, 1,115, W. Jamieson,
4th Feb.,—Shanghai 29th Jan., and
Swatow 3rd Feb., General.—C. M. S. N.
Co.

CHOWANG, British steamer, 1,055, J. Williamson,
12th Jan.,—Bangkok 6th Jan., Rice and
Cloves.—Yuen Fat Hong.

DAPHNE, German steamer, 1,200, Th. Nissen,
16th Jan.,—Swatow 17th Jan., General.—
Siemssen & Co.

DEVAYONGSE, German steamer, 1,010, H.
Tector, 1st Feb.,—Bangkok 25th Jan.,
Rice and Timber.—Butterfield & Swire.

Vancouver, 31st Dec., and Shanghai 19th Jan., Mats and General.—C. P. R. Co.

FAUSANO, British steamer, 1,470 T. A. Mitchell, 28th Jan.—Java Ports 17th Jan., Sugar.—Jardine, Matheson & Co.

FLINTHART, British steamer, 2,163, J. Dwyer, 24th Jan., 30th Dec. Coal.—Mitsui Bussan Kaisha.

HUE, French steamer, 705, G. Godinard, 3rd Feb.—Haiphong and Hoihow 2nd Feb. General.—A. R. Marty.

KAIKONG, British steamer, 1,024, G. H. Pennefather, 30th Jan., 11-16th 26th Jan., Sugar and Hemp.—Butterfield & Swire.

KUTSANO, British steamer, 1,495, R. C. D. Bradley, 26th Jan.—Java 16th Jan., Sugar.—Jardine, Matheson & Co.

KYARVEN, Norwegian steamer, 1,774, I. Kantz, 19th Feb., 1st Jan., Dec. and Dec., Flour and Lumber.—Butterfield & Swire.

LOYAL, German steamer, 1,377, Lorenzen, 4th January.—Saigon 1st Jan., Rice.—Sander, Wieler & Co.

NANYANG, German steamer, 983, Th. Lehmann, 23rd Jan.—Mauritius 29th Dec., and Singapore 14th Jan., Sugar.—Siemssen & Co.

PAX, Belgian steamer, 1,207, E. Damster, 30th Jan.—Manila 24th Jan., General.—Melchers & Co.

PERLA, British steamer, 1,274, K. W. Almond, 2nd Feb.—Manila 31st Jan., General.—Shevan, Tomes & Co.

SABER, British-Belgian steamer, 609, N. Asbetti, 1st Feb.—Swatow 31st Jan., Ballast.—Arnhold, Karberg & Co.

SANDAKAN, German steamer, 1,374, A. Brundstedt, 14th Jan.—Sandakan 17th Jan., Timber.—Melchers & Co.

SIAM, British steamer, 999, E. F. Stovell, 1st Feb.—Bangkok 21st January, General.—Bradley & Co.

SUNGKLANG, British steamer, 1,021, S. W. Moore, 4th Feb.—Manila 1st Feb., General.—Butterfield & Swire.

TIGER, Norwegian steamer, 2,115, H. Wold, 1st Jan., 10th 6th Jan., Coal.—Mitsui Bussan Kaisha.

VIENNA, British steamer, 2,653, A. McDougall, 31st Dec.—Otaru (Japan) 21st Dec., Coal.—H. & H.

ADOLPH OBRIG, American ship, 1,262, Amburgh, 19th Dec.—New York 1st Sept, and
 Clifton, 2nd Dec.—Oil—Standard Oil Co.
 DUNDER, British ship, 1,998, Hemming, 14th
 Oct.—New York 29th June, Ketosine Oil.
 —Standard Oil Co.
 FULWOOD, British ship, 1,986, Thomas, 1st
 Dec.—Cape Town 26th Sept.
 Coal—Government.
 LOTHARI, Italian bark, 972, Borzo, 19th Jan.,
 —from Callao, Ballast.—Order.
 PIMEIRA, British 4-masted bark, 2,233, D. S.
 Millan, 23rd Jan.—New York 3rd Sept.,
 Case Oil.—Order.
 ST. PAUL, American ship, 1,824, Treat, 29th
 Jan.—New York 9th Sept. Kerosine.—
 Standard Oil Co.
 WEST YORK, British bark, 706, Forster, 13th
 Jan.—Rangjung via Borneo and Sarawak 1st
 Jan., Timber.—Sam See Ching.

Hongkong, February 5th, 1901.

Albatry, dispatch vessel, 1,700 tons, 10 6-pd. q.f. guns, 3,000 i.h.p., Commander G. G. F. M. Craddock, Shanghai.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. D. Hunt, Singapore.

Argonaut, British cruiser, 11,000 tons, 16,500 i.h.p., 16-6 inch. q.f. guns, Capt. G. H. Cherry, R.N., Amoy.

Astraea, British second-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. A. W. Paget, C.M.G.; Shanghai.

Aurora, British cruiser, 5,600 tons, 12 guns, Capt. E. H. Bayly, Shanghai.

Barfleur, 1st class battleship, 13,000 tons, 24 guns, 13,165 i.h.p., Captain G. J. S. Warendorff, Shanghai.

Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 i.h.p., Captain Henderson, Left England, 17th January.

Bonaventure, 2nd class cruiser, 3,000 tons, 18 guns, 9,000 i.h.p., Capt. C. J. G. Sawle, Takou.

Brix, British gunboat, 1,770 tons, 6 guns, 4,600 h.p., Commander Sir Bouchier Wray, Bari, Hongkong.

Britannart, British gunboat, 710 tons, Comdr. P. Walter, Foochow.

Centurion, 1st class battleship, 10,500 tons, 14 guns, 9,000 i.h.p., Capt. J. R. Jellicoe, C.B., Hongkong.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p.,

Gunboat, 9,600 h.p., Capt. Tillard, en route Shanghai.
Endymion, British cruiser, 7,350 tons, 12 guns, Capt. G. A. Callaghan, C.B., Hongkong.
Esk, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-Comdr. F. Blunt, Chingkiang.
Fame, twin screw, torpedo-boat destroyer, 350 tons, 6 guns, 5,400 h.p., in reserve.
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 350 h.p., Canton.
Glory, 1st class battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain F. S. Ingfield, Woosung.
Goliath, 1st class battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. L. Wintz, Shanghai.
Grady, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.
Hardy, gunboat, 200 tons, 2 guns, 400 h.p., in reserve.

Hermione, British cruiser, 4,360 tons, 10 guns.
Capt. R. S. D. Cumming, Shanghai.
Humber, storeship, 1,640 tons, 800 i.h.p., Comd.
H. J. Davison, Hongkong.
Isis, British cruiser, 5,650 tons, Capt. G. M.
Henderson, Wei-hai-wei.
Janus, torpedo-boat destroyer, in reserve.

Shihlei, Flankong.
Liatao, British gunboat, 715 tons, Capt. J. C. Watson, Canton.
Orlando, British cruiser, 5,600 tons, 12 guns, Capt. J. H. Burke, C.B., Hongkong.
Otter, torpedo-boat destroyer, Lieut. and Comd. C. P. Mansel, Hongkong.
Peacock, 1st class gunboat, 775 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. I. K. Coode, en route Singapore.
Phaetia, British sloop, 1,035 tons, 6 guns, Comdr. R. G. Frazer, Tientsin.
Pique, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green, Singapore.
Pique, twin screw, and class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.
Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Shanghai.
Rudolf, British gunboat, 855 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. G. Webster, Shanghai.
Robin, British river gunboat, 2 guns, Lieut.-Comd. G. C. Webster, West River.
Rosario, British sloop, 980 tons, 5 guns, Comd. C. Hamilton, Shanghai.
Sandpiper, British river gunboat, 2 guns, Lt. Comd. Cary, Hongkong.

Yangtze.
Suifu, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.l.p., Hongkong.
Taku, torpedo-boat destroyer, 350 tons, Lieut.-Comdr. R. Peary-Dowall, Hongkong.
Tamouk, British ship, 4,600 tons, Commodore Powell, C.B., Hongkong.
Terrible, British cruiser, 14,200 tons, 30 guns, 25,000 i.l.p., Capt. Percy Scott, C.B., Hongkong.
Tweed, coast defence-gunboat, 363 tons, 3 guns; 200 i.l.p. in Reserve Hongkong.
Undaunted, first-class cruiser, 5,600 tons, 12 guns, 8,500 i.l.p., Capt. A. C. Clarke, Hongkong.
Wallaroo, British cruiser, 3,460 tons, 8 guns, 100 i.l.p., Capt. A. F. C. Noel, Nagasaki.
Waterloo, surveying ship, 620 tons, Lieut.-Comd. Lyne, Hongkong.
Whiting, twin screw, torpedo-boat destroyer, 601 tons; 6 guns, 6,000 i.l.p., Lt.-Comdr. Mackenzie, D.S.O., Hongkong.
Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.l.p., Hongkong.
Woodcock, British gunboat, 2 guns, 560 h.p., Lieut.-Comdr. Watson, Kluang.
Woodlark, British gunboat, 550 h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.
 Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Admiral, Austrian gunboat, 1,750 tons, Capt. Andrews, Macao.
Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.
Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 i.h.p., Captain S.N. Sybrandi, Swatow.
Kaiserin Elisabeth, Austrian cruiser, 8 guns, 1,500 tons, 9,000 i.h.p., Capt. M.V. Ellisena, Cebu.
Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossum, Swatow.
Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.
Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,750 i.h.p., Capt. V. Bleser, Manila, Samboi, Shanghai.
Riet Hien, Dutch cruiser, 5 guns, 3,600 tons, 4,736 i.h.p., Capt. Janssen, Taku.
Zaire, Portuguese gunboat, 600 tons, Captain Meilo, Macao.
Zenta, Austrian cruiser, 2,500 tons, Captain Kala, Bangkok.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p.,
2nd Captain Jakovleff, at Nagasaki.

Admiral Rukhnikov, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., Capt. Mikhailovskii, at Tientsin.

Alcutt, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elkskiy, at Nagasaki.

Bobra, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,750 h.p., Captain Dobrovol'skiy, at Taku.

Dimitri Donskoy, Russian armoured cruiser, 3,592 tons, twin screw, 34 guns, 7,000 h.p., Capt. Sharon, at Taku.

Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Sererebrennikff, at Taku.

Gremiatzsch, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Mikhailovskii, at Taku.

Korvetta, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.

Mandjour, Russian cruiser, 1,213 tons, twin

Navarin, Russian battleship, 10,000 tons, 16 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.
Nayzdni, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.
Ovsey, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copranoff, at Nagasaki.
Petrovskiy, Russian battleship, 12,000 tons, Capt. Greval, at Nagasaki.
Russia, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojoff, at Nagasaki.
Rozhynsk, Russian cruiser, 1,330 tons, 1785 h.p., 16 guns, Capt. Komaroff, at Singapore.
Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.
Silaid, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.
Sisoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 h.p., Capt. Mollas, at Taku.
Sivuchit, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.
Suezborg, 1st class, Russian torpedo boat, 69 tons, 3 guns 2 torp tubes 780 h.p., speed 19.7 knots.
Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.
Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.
Vladnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulle, at Taku.
Zabiata, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

220 h.p., 16 knots.
Jantickich, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 23 knots.
Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots.
Podoromich, Russian torpedo boat, 23 tons, 1 gun, 320 h.p., 16 knots.
Sisla, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sooticha, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Starlad, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sunguro, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 23 knots.

(SEA GRUING.)
Borgo, 1st class, Russian torpedo boat, 81 tons,
 3 guns, 2 torp tubes, 1,100 h.p., speed 2
 knots.
Revel, 1st class, Russian torpedo boat, 96 tons,
 3 guns, 2 torp tubes 780 h.p., speed 12 knots.
Usuri, Russian torpedo boat, 140 tons, 4 guns,
 1,800 h.p., 22 knots.
 † Flagship of Vice-Admiral Alexeief.
 * Flagship of Rear-Admiral F. V. Dubosoff.
 † Flagship of Rear-Admiral Requoeff.

Brandenburg, German battleship, 10,100 tons, 40 guns, Capt. Zur S. Rosendahl, at Hongkong.

Butsar, German cruiser, 1,600 tons, 8 guns, Comdr. von Bassewitz, at Shanghai.

* *Furst Blumenth*, German flagship, 11,000 tons, 38 guns, Capt. Graf Lottke, at Taku.

Gefion, German cruiser, 4,100 tons, 10 guns, 9,000 hp., Capt. Rollmann, at Amoy.

* *Hansa*, German cruiser, 6,000 tons, 30 guns, Capt. Pohl, at Hongkong.
Albia, German despatch-vessel, 2,000 tons, 12 guns, Capt. von Poll, at Waung.
 * *Hertha*, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Shanghai.
Jaguar, German gunboat, 900 tons, 10 guns, Comdr. Kindinger, at Taku.
Ilisi, German gunboat, 1,000 tons, 10 guns, Lieut.-Comdr. Stamer, at Shanghai.
Irene, German cruiser, 2,700 tons, 8 guns, 9,930 h.p., Capt. Stein, at Nagasaki.
Kaisin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Gülich, at Hongkong.
 * *Kurfürst Friedrich Wilhelm*, German battleship, 10,100 tons, 40 guns, Capt. von Holzendorff, at Woosung.
Luchs, German gunboat, 850 tons, 10 guns, Comdr. Dachnhubert, at Hongkong.
Schwabe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.
Seeadler, German cruiser, 1,500 tons, 8 guns, Comdr. Sack, at Swatow.
Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstadt, at Shanghai.
Weissenburg, German battleship, 10,000 tons, 40 guns, Capt. Hofmeier, at Amoy.
Warrh, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.
K. F. Wilhelm, German battleship, at Nagasaki.
No. 90, German torpedo-boat, 320 tons, Capt. Hoepfner, at Shanghai.
No. 91, German torpedo-boat, 320 tons, Capt. V. Pullen, at Shanghai.
No. 92, German torpedo-boat, 320 tons, Capt. Fluhrich, at Shanghai.
 * Flagship of His Excellency Vice-Admiral Bendemann.
 * Flagship of Rear-Admiral Geissler.
 * Flagship, Rear-Admiral Kirchhoff.

Albatron, gunboat, 1,000 tons, Lieut.-Comdr. *Albatron*, gunboat, Nagasaki.

Amiral Chamois, 2nd-class cruiser, 4,750 tons, Capt. Bâthine, at Hongkong.

Bengali, 2nd class dispatch-boat, Lt.-Comdr. De La Croix de Castries, at Nagasaki.

Chasse-loup Laubach, 2nd class cruiser, 4,000 tons, 9,000 i.h.p., 18 guns, Capt. Espinay St. Luc, at Foochow.

Comète, gunboat, 473 tons, Capt. Loliel, at Canton.

Découverte, gunboat, 690 tons, Capt. Maresubette, at Tientsin.

Des Escavaleurs, 1st class cruiser, 8,100 tons, 26 guns, 13,300 i.h.p., Capt. de Marolles, at Taku.

Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns 631 i.h.p., Captain Teshmatt, at Saigon.

Eure, Dispatch-transport, Capt. Vallée, at Saigon.

Friant, gunboat, 693 tons, Capt. Adam, at Shanghai.

Guichen, 1st-class cruiser, 9,000 tons, Capt. Perem, at Shanghai.

Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Taku.

Kersaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de La Motte-du Portail, at Saigon.

Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frossat, at Saigon.

Pascal, 1st class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at Shanghai.

Surprise, gunboat, 700 tons, 10 guns, 850 i.h.p., Capt. Morner, at Taku.

Vijfde, gunboat, 400 tons, Captain G. del Villeneuve, at Canton.

* Flagship of Vice-Admiral Courrejolles.

Amity, U.S. gunboat, 350 tons, Comdr. J. L. Anderson, at Hongkong.

Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,435 h.p., Comdr. C. H. Arnold, at Hongkong.

Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, at Hongkong.

Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila.

Cassine, U.S. gunboat, 1,350 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai.

Celtic, U.S. supply-ship, 6,428 tons, 1,800 h.p., Lieut.-Comdr. N. J. K. Patch, at Manila.

Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. J. A. Akeley, at Manila.

Cunepa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.

Don Juan de Austria, U.S. gunboat, Capt. T. C. McLean, at Manila.

Glacier, U.S. supply-ship, Lieut.-Comdr. J. B. Briggs, at Manila.

Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.

Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p.,

V. B. Bleeker, at Hongkong.
Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Comdr. A. F. Macro, at Manila.
Marble, U.S. gunboat, 1,000 tons, 1,500 i.h.p., 12 guns, Comdr. E. H. Green, at Canton.
Monadnock, U.S. double-turret monitor, 4,500 tons, 6 guns, 3,000 h.p., Comdr. O. W. Farenholt, at Manila.
Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku.
Monterey, U.S. double-turret monitor, 4,000 tons, 4 guns, 5,244 h.p., Comdr. G. W. Pigman, at Canton.
Nanshan, U.S. collier, at Manila.
Nashville, U.S. cruiser, at Nagasaki.
Newark, U.S. cruiser, 4,089 tons, Comdr. McCobb, at Taku.
New York, U.S. cruiser, 4,083 tons, Capt. B. McCullam, at Manila.
Oregon, first-class U.S. battleship, 10,288 tons, 16 guns, 11,112 h.p., Capt. G. F. F. Wilde, at Taku.
Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwall, at Manila.
Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knox, at Shanghai.
Scintila, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.
Salace, U.S. cruiser, 5,000 tons, Comdr. Demag, at Shanghai.
Shanghai, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila.
Yorktown, U.S. gunboat, 1,770 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.
Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Tide, at Manila.
Zaffro, U.S. dispatch-vessel, Capt. L. A. Cotten, at Manila.

Canadara, Italian cruiser, 1,400 tons.
Elba, Italian cruiser, 2,720 tons, Capt. Occonelli, Taku.
Fiermosca, Italian cruiser, Capt. Carlo Negri, Shanghai.
Stromboli, Italian cruiser, 3,898 tons, Captain R. Marselli, Hongkong.
Veller Pisani, Italian cruiser, 6,700 tons, Capt. V. Onofrio, Shanghai.

Battleships.
Asahi, Japanese battleship, 15,200 tons, 15,000 h.p., 18 guns, Captain S. Mitsu, at Japan.
Yashima, 1st class, 12,400 tons, 38 guns, 14,000 h.p. at Kure.

Coast Defence Ships.
Matsushima, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Saseho.
Iwatsushima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Kure.
Hatsushima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Yokosuka.
Kongo, 2nd class, 2,400 tons, 13 guns, 2,035 h.p., Capt. K. Imai, Japan.
Hyiei, 2nd class, 2,400 tons, 13 guns, 2,035 h.p., Capt. Hiroo Tani, Japan.
Haylen, 2nd class, 2,600 tons, 15 guns, 2,400 h.p., at Yokosuka.

39 guns, 15,500 h.p., at Sascho.
Chiotsa, protected cruiser, 1st class, 4,978 tons,
 39 guns, 15,500 h.p., at Kure.
Akashi, protected cruiser, 1st class, 2,800 tons,
 39 guns, 8,500 h.p., at Kure.
Yoshino, protected cruiser, 1st class, 4,150 tons,
 32 guns, 15,000 h.p., at Kure.
Nanaiwa, protected cruiser, 1st class, 3,709 tons,
 24 guns, 7,120 h.p., at Manila.
Takachio, protected cruiser, 1st class 3,700
 tons, 24 guns, 7,120 h.p., at Keelung.
Chiyeoda, protected cruiser, 1st class, 2,450 tons,
 27 guns, 5,500 h.p., at Kure.
Takatsugu, protected cruiser, 1st class, 4,227
 tons, 39 guns, 15,500 h.p., at Yokosuka.
Suma, protected cruiser, 1st class, 2,750 tons,
 Capt. Shinamura, 24 guns, 8,500 h.p., at
 Iqapu.

Sai-yen, protected cruiser, 1st class, 2,300 tons, 15 guns, 3,800 h.p., at Yokosuka.
Akitsuhashi, protected cruiser, 1st class, at Manila.
Miyadama, 1st class, 1,800 tons, 34 guns, 5,000 h.p., at Taku.
Takao, 2d class, 1,764 tons, 15 guns, 2,400 h.p., at Shanghai.
Yayoiya, 3rd class, 1,600 tons, K. Matsumoto, to guns, 5,630 h.p., at Japan.
Tukushi, 3rd class, 1,300 tons, Capt. S. Masui, 12 guns, 2,887 h.p., at Japan.
Onagi, cruiser, at Taku.
Seyama, torpedo boat destroyer, 395 tons, Capt. J. Takenonchi, at Japan.
Sloops and Corvettes.
Musashi, 1,490 tons, to guns, 3,600 h.p., at Yokosuka.
Katsuragi, 1,480 tons, to guns, 1600 h.p., at Saseho.
Yamato, 1,480 tons, to guns, 1,600 h.p., at Saseho.
Tenryū, 1,550 tons, to guns, 1,165 h.p., at Fusan.
Kaimon, 1,360 tons, to guns, 1,125 h.p., at Saseho.
Amagi, 1,030 tons, 13 guns, 720 h.p., at Yokosuka.

Akagi, 620 tons, 10 guns, 700 h.p., at Kure.
Atago, 620 tons, 10 guns, 700 h.p., at Takai.
Maya, 620 tons, 10 guns, 700 h.p., at Kure.
Chiyoda, 620 tons, 10 guns, 700 h.p., at Takai.
Koto, 572 tons, 6 guns, 400 h.p., at Sasebo.
Iwate, 600 tons, 6 guns, 400 h.p., at Yokosuka.
Chino, 490 tons, 5 guns, 472 h.p.
Chinei, 490 tons, 5 guns, 472 h.p.
Chin Hoku, 490 tons, 5 guns, 472 h.p.
Chin Fui, 490 tons, 5 guns, 455 h.p.
Chin Chu, 550 tons, 9 guns, 455 h.p.
Yakichio, gunboat, 4,600 tons, Capt. Yakis, at Japan.

Torpedo-gunboat.
Tatsuta, 875 tons, 6 guns, 5 torpedo tubes, 5,500 h.p., at Yokosuka.

Torpedo-boat.
Murakumo, 279 tons, at Ujina.
Shinkawa, 279 tons, at Ujina.
Sekigawa, 279 tons, at Ujina.

Ikadutch, torpedo-boat destroyer, 331 tons,
Comdr. I. Ishida, at Yokosuka.
Kagero, torpedo-boat destroyer, 297 tons,
Comdr. Iwamura, at Japan.
Kotaka, 190 tons, 6 torpedo-tubes, 1,400 h.p.
Shiranuhi, torpedo-boat, 278 tons, Comdr.
Kosoma, at Japan.
Akebono, torpedo-boat destroyer, 310 tons,
Lieut. Comdr. H. Kawase, Japan.
Oboro, torpedo-catcher, 318 tons, Capt. Camada,
Japan.
14 boats (Cressut), 56 tons, 2 torpedo-tubes,
525 h.p.
7 boats (Kobe), 56 tons, 2 torpedo-tubes, 525
h.p.
1 boat (Normand), 75 tons, 2 torpedo-tubes,
1,300 h.p.
2 boats (Schichau), 90 tons, 3 torpedo-tubes,
1,300 h.p.
4 boats (Yarrow), 40 tons, 3 torpedo-tubes,
620 h.p.
10 boats (Yarrow), 40 tons, 3 torpedo-tubes,
620 h.p.

Narizuta, at Yokosuka.
Rinjō, armored cruiser, 2,530 tons, 10 guns,
 800 h.p.
 (used as gunnery training ship.)
Kanjū, sailing-ship, 877 tons, 6 guns.
 (used as training ship.)
Manjū, sailing-ship, 877 tons, 6 guns.
 (used as training ship.)
Trukuba, wooden screw steamer, 1,989 tons,
 10 guns, 520 h.p., at Edajima.
 (used as training ship.)
Azama, sailing corvette, 1,450 tons, 12 guns, at
 Yokosuka.
 (used as a hulk.)
Singel wooden paddle steamer, 1,465 tons, 2
 small guns.
 (used as torpedo training ship.)